3: Creel H-4 (no date) 1988
NN23 Sea Islanders NN23
South Carolina

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Gullahs and the Carolina Lowcountry. (Personal Collection.)

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4: Carawan & Carawan B,Z-5 (1959-1988) 1989
NN23 Sea Islanders NN23
South Carolina
Johns Island

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512 505 (574) neighbor in the hospital of a nearby town. Young men sometimes go across the water again for recreation in town. Young women usually cannot drive either a boat or a car and are dependent upon some male family member for transportation if they wish to go into town for similar reasons. Electricity 365 came to the island in 1964 and changed the habits of the islanders considerably. Today television provides a major 207 517 source of recreation for most families in the evenings. Children of ten and eleven watch it many hours in the afternoons and evenings. 206 Telephones have been available since 1972. Some children engage in frequent and lengthy conversations with their mainland friends after school. A new boat •504 landing is scheduled for completion in 1977, which will be 505 large enough to accommodate a ferry. With its completion, reliance on small motor boats will be phased out and mainlanders will have easier access to the island. When the ferry becomes operational, it is probable that the community will become much less of a closed community in important ways.

512 [438] [574] Weekends are reserved for the major social activities of the community. Saturdays are devoted to shopping for major supplies in town, or for entertaining mainland visitors and relatives. The major social event of the week is the 512 796 Sunday morning church service. Most islanders walk two or three miles to the major church at the center of the island. [493] 491 A few families keep four-wheeled vehicles on the island, and older residents ride in these. Roads on the island are sandy

11: Johnson H-4,5 (no date) 1930
(1525-ca. 1880)

CHAPTER I

THE PRIZE OF THREE NATIONS

SAILING NORTHWARD in 1525 a hundred leagues from La Florida, Pedro de Quexos, pilot of Ayllon's two caravels, suddenly came upon a neck of land protruding abruptly seaward between two magnificent sounds. A closer examination showed the headland to be beautifully wooded with pines, cedars, and mighty live oaks gracefully festooned with funereal moss. Quexos thought that his saint, Elena, had certainly brought him good fortune in leading him to this garden spot on her day, and so in her honor he christened the projecting land in the name of Spain *Punta de Santa Elena*, and the broad river which bordered it Santa Elena. Today the point is the eastern projection of St. Helena Island, and Santa Elena River is now Port Royal Sound, but Ayllon's pilot gave the name which the English later applied to a sound, an island, and a parish.

THE SEA ISLANDS

St. Helena Island is one of the largest of the Sea Islands fringing the coast of South Carolina. It is fifteen miles in length and varies from three to five miles in width. Located practically midway by water between Charleston and Savannah, it is in the immediate vicinity of a natural harbor which was described by early explorers as one of the best on the entire Atlantic coast. Indeed, Jean Ribaut, commander of the first French expedition to Florida, pronounced it "one of the greatest and fayrest

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11: Johnson H-4,5 (no date) 1930
(1525-ca. 1880)
NN23 Sea Islanders NN23
South Carolina
St. Helena Island

131 504 175 havens of the worlde" where "without danger all the shippes in the worlde myght be harbored."[1]

133 195 The coastal region of which St. Helena Island forms a part is, as Ribaut described it, "a country full of havens, rivers and islandes." Deep tidal rivers cut and divide the land into numerous islands of varying sizes, and the islands themselves are interlaced by broad tidal creeks. These facts recommended the region to the Spanish, French, and English as an ideal place for settlement, for as Robert Sandford, "Secretary and Chief Register for the Lords Proprietors of their County of Clarendon" in Carolina, said in 1666:

> the whole Country is nothing else but severall Islands made by the various intervenings of Rivers and Creeks, yett are they firme good Lands (excepting what is Marsh) nor of soe smale a seize, but to continne many of them thousands of acres of rich habitable wood land, whose very bankes are washed by River or Creek, which besides the fertility adde such a comodiousnesse for portage as few Countryes are equally happy in.[2]

133 134 [491] [489] 491 [484] These geographic conditions have also made for the isolation of the region. The soil is a light sand which makes road building difficult. The numerous marshes have to be crossed by causeways and the rivers by long bridges. It requires, therefore, a considerable outlay of capital to provide modern transportation facilities for the Sea Islands. As a result, most of them are still without bridges and good roads; they have been left to develop as they might. Today, in going to St. Helena Island, one must cross three rivers and two islands before one at last

[1] Jeannette T. Connor (ed.), *Jean Ribaut, The Whole & True Discovery of Terra Florida*, pp. 90-91.

[2] A. S. Salley, Jr. (ed.), *Narratives of Early Carolina*, p. 101.